Maryland Historical Trust
Determination of Eligibility Form

Property Name: Bridge No. D-028 **Inventory Number:** D-709

Address: Backlanding Road over Hunting Creek **Historic District:** ____ Yes X No

City: Preston **Zip Code:** ____ **County:** Dorchester

USGS Quadrangle(s): Preston

Property Owner: Dorchester County Department of Public Works **Tax Account ID Number:** ____

Tax Map Parcel Number(s): ____ **Tax Map Number:** ____

Project: Replacement of Bridge No. D-028 **Agency:** Dorchester County Department of Public Works

Agency Prepared By: MHT

Preparer's Name: Tim Tamburrino **Date Prepared:** 07/17/2009

Documentation Is Presented In: MIHP Form D-709 completed during the Historic Bridge Inventory in 1995

Preparer's Eligibility Recommendation: ____ **Eligibility Recommended** X **Eligibility Not Recommended**

Criteria: __ A __ B __ C __ D **Considerations:** __ A __ B __ C __ D __ E __ F __ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ____

Inventory Number: ____ **Eligible:** __ Yes **Listed:** __ Yes

Site Visit by MHT Staff: __ Yes __ No **Name:** ____ **Date:** ____

Description of Property and Justification: ***(Please attach map and photo)***

Bridge D-028 is a 9-span timber bridge originally constructed in 1941 and substantially reconstructed in 1953. The bridge is severely deteriorated (with a sufficiency rating of 15.7) and has been closed to vehicles and pedestrians since 1987. The structure has been damaged by fire in the past and has lost many of its character-defining features. As a result, Bridge D-028 is not eligible for listing in the National Register of Historic Places.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: __ **Eligibility Not Recommended:** X

Criteria: __ A __ B __ C __ D **Considerations:** __ A __ B __ C __ D __ E __ F __ G

MHT Comments:

Tim Tamburrino ✓ 7/17/09

Reviewer, Office of Preservation Services **Date**

N/A

Reviewer, National Register Program **Date**

20090 2668

Maryland Inventory of Historic Properties MHT No. D-709
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

SHA No. D-28 **Bridge Name** Backlanding Road over Hunting Creek

Location:
Street/Road Name and Number: Backlanding Road over Hunting Creek

City/Town: Preston **Vicinity:** X

County: Dorchester

Ownership: ___State _X_County _____Municipal _____Other

This bridge projects over: __Road ___Railway _X_ Water ___Land

Is the bridge located within a designated district: ___yes _X_no

___NR listed district ___NR determined eligible district
___locally designated ____ other
Name of District: _____

Bridge Type:

_X_Timber Bridge
_X_Beam Bridge ___Truss-Covered ___Trestle
___Timber-and-Concrete

___Stone Arch

___Metal Truss Bridge

___Movable Bridge
__Swing __Bascule Single Leaf __Bascule Multiple Leaf
__Vertical Lift __Retractile ___Pontoon

___Metal Girder
___Rolled Girder ___Rolled Girder Concrete Encased
___Plate Girder ___Plate Girder Concrete Encased

___Metal Suspension

___Metal Arch

___Metal Cantilever

___Concrete
___Concrete Arch ___Concrete Slab ___Concrete Beam
___Rigid Frame

___Other Type Name _____

Description:

Describe Setting:

Bridge No. D-28 carries Backlanding Road over Hunting Creek between Dorchester and Caroline Counties. Backlanding Road runs north-south, while Hunting Creek flows east-west. The area around the bridge is not heavily developed and is surrounded by wetlands.

Describe Superstructure and Substructure

Bridge No. D 028 is a timber bridge with nine simple spans measuring from 13'-8" to 15'-5" in length. The superstructure has a clear roadway width of 18'-9" and a total deck width of 20'-0". There is a W-beam traffic barrier fastened on each side of the deck. The timber deck is comprised of 3" x 7 1/2" timber planks attached to sixteen timber beams 4" wide x 13 1/2 " deep.

The substructure consists of a timber bulkhead with timber pile cap and timber piles at each abutment. The timber cap is 11" x 11" while the abutment and pier piles are approximately 9" in diameter. Each pier has timber caps supported by four timber piles.

Piles A1, A2, A4, A9, B8,C1,C2, D1, D3, D4, and D6 are hollow or have excessive deterioration within the upper two feet of the pile lengths. All of the remaining piles have surface deterioration and are soft especially at the tip and the waterline. Eleven of the sixteen wingwall piles have excessive deterioration. Several pile caps are extremely deteriorated and have zero or partial bearing on piles at numerous locations. Numerous stringers are deteriorated at their bearing points (i.e. over the pile caps) with their tops very soft with a probe penetration of 3".

The timber deck is a two-span continuous lay-up. All the pieces bear on three supports with all end joints occurring in line on every other support. The decking is in very poor condition with many loose and deteriorated boards.

At present the bridge is closed to vehicular traffic due to the condition of its piles.

Discuss Major Alterations:

The bridge was rehabilitated in 1953. Although information regarding any work performed on the bridge in 1953 is not available, the Dorchester County Highway Department believes that the rehabilitation may have included the replacement of the timber superstructure. In 1970, the timber parapets were removed. Records on this rehabilitation are sketchy but interviews with long time county employees confirm the installation of the w-beam traffic barriers fastened on either side of the bridge. The bridge has been closed to vehicular traffic since 1989. Since its closure, one of the bridge spans has been extensively damaged by fire.

History:

When Built: 1941 (rehabilitated in 1953)
This date is: Actual ____X____ Estimated_____
Source of date: Plaque_____ Design plans_____ County bridge files/inspection form _X_

Why Built: Increased load capacity.

Who Built: Dorchester County

Why Altered: Extension of the bridge's life

Was this bridge built as part of an organized bridge building campaign? No, this bridge was not built as part of an organized bridge building campaign.

Surveyor Analysis:
This bridge may have NR significance for association with:
___A Events __B Person
__C Engineering/Architectural

Bridge D-28 was determined eligible for the National Register of Historic Places by the Interagency Review Committee in 1996. P.A.C. Spero & Company requests that the National Register eligibility of this structure be reconsidered. The bridge is recommended as not eligible for the National Register. The bridge should possess integrity of character-defining elements of its type, including longitudinal beams (stringers), railing, abutments and piles. According to the county, the stringers were likely replaced during the rehabilitation of 1953. In addition, the timber railing was replaced in the 1970s and the piles are in such a deteriorated condition that the bridge has been closed to vehicular traffic.

Was this bridge constructed in response to significant events in Maryland or local history:

This bridge was built to replace an earlier timber bridge at the same site.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

The building of this bridge did not have an impact on the growth and development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No, this bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

No, this structure is not a significant example of a timber bridge. The character defining elements are either in a deteriorated state or they are not present in their original form.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No, this bridge does not retain integrity of the primary character defining elements of a timber bridge. The primary character defining elements for a timber beam bridge are the longitudinal beams (stringers) the abutments, and the pile bents. In addition the deck and the railings should be considered when evaluating the overall structure.

The longitudinal beams (stringers) were possibly replaced in the 1953 rehabilitation and are in very poor condition. With an overall rating of 3 (out of 9) the beams are soft and porous throughout. The piles are extremely deteriorated. Piles A1, A2, A4, A9, B8,C1,C2, D1, D3, D4, and D6 are hollow or have excessive deterioration within the upper two feet of the pile lengths. All of the remaining piles have surface deterioration and are soft especially at the tip and the waterline. In 1989 the condition of the stringers and the deterioration of the piles necessitated the closure of the bridge.

The original timber railing was replaced in the 1970s with W-beam traffic barriers. This structure no longer retains its original railing. The deck has many loose, cracked and deteriorated members. The curbs are cracked and deteriorated at the W-beam connection. The condition of the primary and secondary character defining elements necessitated the bridge's closure prior to this survey.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

No, this structure is not a significant example of the work of the State Roads Commission.

D-709

Should this bridge be given further study before significance analysis is made and why?

No, this structure should not be given further study; its current condition has placed its integrity in doubt.

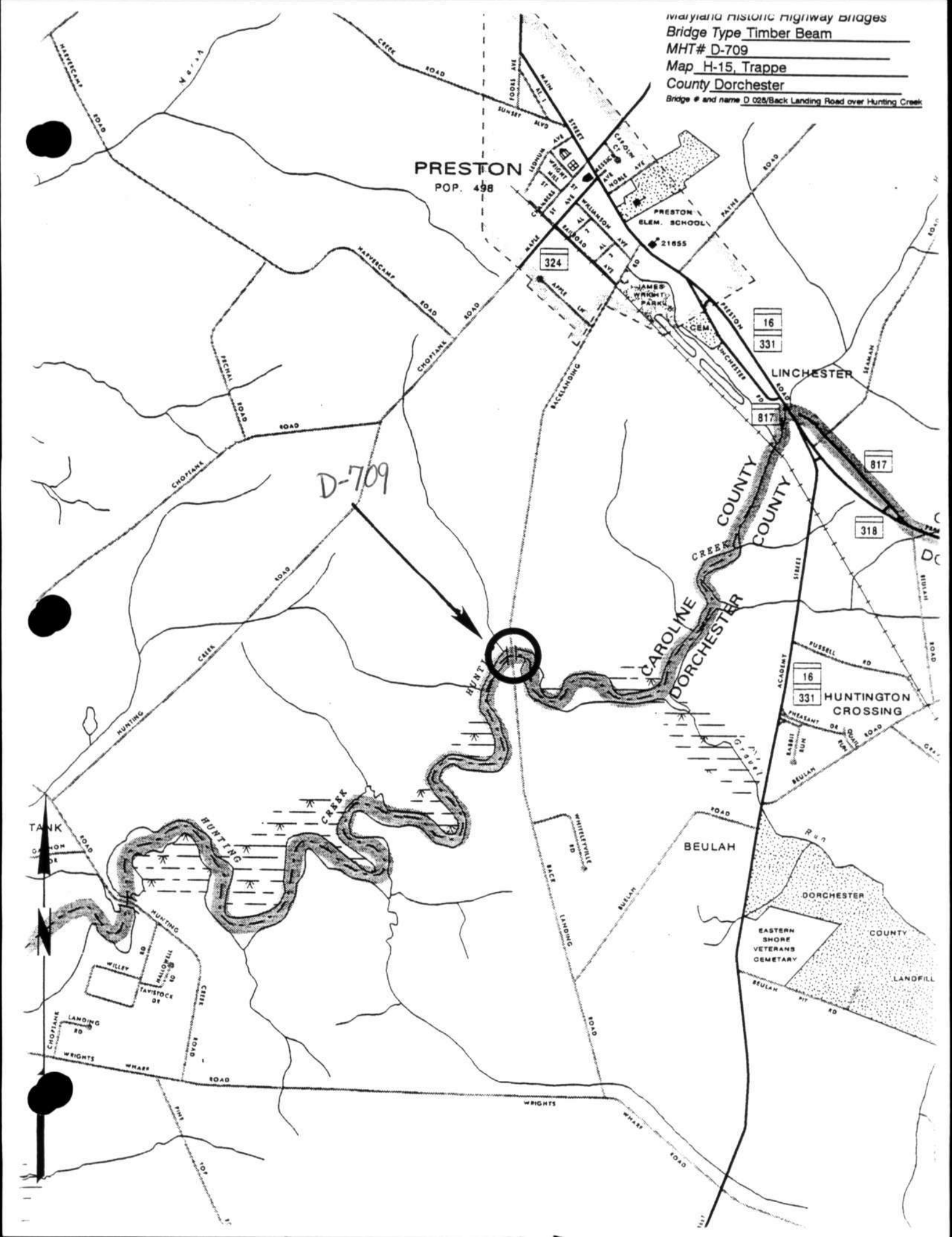
Bibliography:

Spero, P.A.C. & Company, and Louis Berger & Associates. Historic Bridges in Maryland: Historic Bridge Context, September 1994.

Dorchester County Inspection Report, Bridge D0028.

Surveyor:

Name: Stacie Yvonne Webb **Date:** February 28,1995
Organization: State Highway Admin. **Telephone:** (410)545-8559
Address: 707 North Calvert Street, Baltimore, MD 21203
Revised by P.A.C. Spero & Company, July 1998


Maryland Historic Highway Bridges
Bridge Type Timber Beam
MHT# D-709
Map H-15, Trappe
County Dorchester
Bridge # and name D 026/Back Landing Road over Hunting Creek
PRESTON
POP. 498
D-709
LINCHESTER
HUNTINGTON CROSSING
BEULAH
CAROLINE COUNTY
DORCHESTER COUNTY
HUNTING CREEK
DORCHESTER COUNTY LANDFILL
EASTERN SHORE VETERANS CEMETARY
PRESTON ELEM. SCHOOL
JAMES WRIGHT PARK
16
331
817
318
324

1 D-709

2 Back Landing over Hunting Creek

3 Dorchester County, MD

4 3/98

5 Marris Germain, LUMA

6 MD SHPO

7 Elevation looking west, south half

8 1 of 4

1 D-709

2 Back Landing over Hunting Creek

3 Dorchester County, MD

4 3/98

5 Marris German, HAER

6 MD SHPO

7 Elevation looking west, north half

8 2 of 4

1 D-709

2 Back Landing over Hunting Creek

3 Dorchester Co., MD

4 3/98

5 Harris German, WMA

6 MDSHPO

7 Looking North

8 3 of 4

1 D-709

2 Back Landing over Hunting Creek

3 Dorchester Co., MD

4 3/98

5 Marris German, UMA

6 MD SHPO

7 Looking South

8 4 of 4